

THE RIO NEWS.

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VOL. XII.

RIO DE JANEIRO, OCTOBER 24TH, 1885

NUMBER 30

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—No. 75, Marquês d'Almeida.
W. HENRY D. HAGGARD,
Chargé d'Affaires.
AMERICAN CONSULATE GENERAL.—No. 30 Rua do
Visconde de Inhamatã. H. CLAY ARMSTRONG,
Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa
de D. Manoel. GEORGE THORNE RICKETTS,
Consul General.

CHURCH DIRECTORY

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Sundays in each month at 7:30 p.m. Holy Communion
on the first Sunday in each month at eleven, and on the
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157 Rua das Laranjeiras
ALBERT ALLEN, Clerk.
135 A, Rua das Laranjeiras.
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Services in Portuguese at 11 o'clock, a.m., and 7 o'clock
p.m., every Sunday; and at 7 o'clock p.m., every
Thursday.
METHODIST EPISCOPAL CHURCH.—Largo do Catete.
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a.m., Sundays; prayer-meeting 7:30 p.m., Fridays;
Portuguese services: Sunday School 6:30 p.m., preaching
7:30 p.m., Sundays; prayer-meeting, 7:30 p.m., Wednesdays.
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and 7:30 o'clock, p.m., and every Wednesday at 7:30
o'clock p.m. Sunday School every Sunday at 10 o'clock,
a.m.
W. B. BAGBY, Pastor.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves
Rio at 5 a.m.; arriving at Barra (junction) at 7:24 a.m., Entre
Rios (central line) 9:28 a.m., Lafayette (Queluz) 5:00 p.m.,
Porto Novo (branch from Entre Rios) 11:23 a.m., Cachoeira (S.
Paulo branch) 11:43 a.m., São Paulo (Per S. P. & Rio R.R.) 6
p.m. Downward: leaves São Paulo 6 a.m., Lafayette 7:30 a.m.,
Poço Novo 12:45 p.m., arriving at Barra 4:20 and Rio 6:55
p.m. Connects with Valença line at Desengano, Rio
das Flores line at Commercio, União Mineira line at Ser-
ro: Oeste de Minas (S. João d'El-Rey) line at Sítio;
Leopoldina line at Porto Novo; and S. Paulo and Rio de
Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio at 6 a.m.; arriving
at Barra at 9:05 a.m.; Entre Rios 12:55 p.m.; Porto Novo
5:30 p.m. Cachoeira 6:00 p.m. Downward, leaves Cachoeira
at 6:40 a.m.; Porto Novo 6:30 a.m.; Entre Rios 10:58 a.m.,
arriving at Barra 2:14 p.m., and at Rio at 5:30 p.m.
Mixed Trains: Leave Rio at 8:30 a.m., and 3 p.m., the
first going to Entre Rios and the second to Barra do Piraí.
CANTAGALLO R.R.—Leaves Niterói (Sanct' Anna)
7:25 a.m., arriving at Nova Friburgo 11:20. Cordero (1 hour
per trainway from Cantagallo) 7:30 and Macuco 9:05 p.m.
Return train leaves Macuco 8:15, Cordero 9:10 and Nova
Friburgo 11:20 p.m., arriving at Niterói 2:55 p.m. on week days.
A ferry boat runs between Rio and Sanct' Anna, connecting with
trains.
CORCOVADO R. R.—Trains leave the Station at Cosme
Velho, Laranjeiras, at 5:30, 7, 8:35, 10:15, 12:45, 2 a.m., and
5:15, 7:45, 4:15 and 5:45 p.m. on Sundays and holidays,
and at 6:30 and 10 a.m. and at 2 and 5:15 p.m. on week days.
PETROPOLIS STEAMERS AND R.R.—Steamers leave
Trapiche Mauk at 4 p.m. week days and 7 a.m. Sundays
and holidays. Returning, trains leave Petropolis at 7:30 a.m.
week days, and 4 p.m. Sundays and holidays.

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dor, No. 34, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Oni-
vidor.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 12
Rua dos Handeduinos.

Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician—
Residence: Rua do Haddock Lobo, No. 75. Office Rua do
Rosario, No. 131, from 1 to 3 p.m.
Dr. Alexandre Calaza—Surgeon and Physician—
Office, Rua Príncipe de Marjo No. 22. From 1 to 3 p.m.
Residence, Rua de S. Francisco Xavier No. 47.
Dr. W. J. Fairbairn; M. D. Edm.; Surgeon and
Physician. Office: Rua 1ª de Mayo, No. 45, from 11 to
1 p.m. and 4 to 6:30 p.m. Residence: Rua D. Carlos,
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THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 24th of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, OCTOBER 24th, 1885.

THE recent circular of the minister of agriculture to the effect that valuations of slaves will continue to be made under the provisions of the Rio Branco law until the *regulamento* of the new law is prepared, once more raises the question as to the immediate enforcement of the additional 5% tax. This tax is authorized only by the Saraiva law, and if therefore the provisions of this law respecting emancipation can not legally be enforced until the promulgation of a *regulamento*, how can the enforcement of its tax provisions be legal? Or, on the contrary, if it is legal to enforce those provisions relating to the new tax at once, how can the government refuse to enforce all the other provisions, whether relating to valuations, registry, or emancipations? On what authority does the government act in making such radical distinctions between different clauses of the same law? There are clearly some remarkably eccentric interpretations of executive authority now emanating from the several ministerial cabinets, and not the least remarkable feature of the whole business is the absolute silence and apathy with which they are received by the public. Where all this is to end no one can foresee, for the endurance of the Brazilian people seems to be practically unlimited. If illegal taxes can be imposed by ministers without even a protest from the people, it is time that foreign capitalists should prepare themselves for the natural consequences.

ACCORDING to mail advices from Buenos Aires a preliminary treaty has been signed there for the settlement of the Misiones boundary dispute. This treaty provides for the nomination of a mixed commission for the determination of the boundary line between Brazil and the Argentine Republic on the Paraná frontier—whether the Piquiri Guazú and Santo Antonio rivers, as claimed by Brazil, or the Chapecó and Chopin rivers, as claimed by the Argentines. It is provided that the boundary commission shall unite at the earliest date possible and then proceed to the territory in dispute, where a careful exploration will be made. Upon the data thus obtained the final treaty will be based. This agreement has been submitted to the Argentine Congress for approval. Strange as it may seem, no announcement of this step has ever been made here by the government, and our only information is through Argentine sources. So far as we can see the negotiation thus

far is a defeat for Brazilian diplomacy. The territory in dispute is a wedge-shaped piece extending a considerable distance up into the province of Paraná, and is so far out of the general boundary line that the Argentine claim is preposterous on the face of it. The right of Brazil to this territory is so clear that we can not understand how any Brazilian minister ever consented to go through the farce of a new boundary survey. And even when these surveys are made, the question is still unsettled. Should Brazil be in difficulties, the Argentines will unquestionably enforce their claim, whether the surveys are favorable to them, or not. At present, their policy is to gain time—and they have succeeded.

SOME little surprise was excited a few weeks ago by a Havas telegram from Lisbon saying that the Portuguese press was making favorable comments on the passage of the new emancipation law. The arrival of the European mail on the 14th inst., however, clears up the mystery, for in a Rio telegram dated 26th September is to be found the following statement:

RIO DE JANEIRO, 26th.—Slavery is at last abolished in all the provinces of the empire.—Havas.

Whether this absolutely false statement originated with the government, as the *Pais* seems to think, or with the Havas agents here, as the majority of the local press assert, we do not presume to decide; but the simple fact remains, be the author whom he may, that the telegram was not only a stupendous lie, but that it was sent abroad with the deliberate purpose of deceiving. Instead of being true, the very converse is nearer truth; for slavery is more firmly established this moment than it was one year ago. The columns of the daily press to-day are living proofs of this fact. It is now no uncommon thing to see advertisements threatening all persons with prosecution for harboring runaways, and already many instances have occurred of the search of private houses for such fugitives. Aided by the police the railways are again being compelled to carry slave gangs, even when in chains. And, more significant than all, the emancipation propaganda is much less active than before. Nothing is expected from the present government, either in acts or in sympathy, and the feeling is general that as long as it continues in power there will be no step taken toward the final abolition of this malevolent institution.

FRUITFUL as this month of October has been in the exposure of jobs and scandals, its one great exposé has been that of the Santa Cruz abattoir where a police investigation has developed the fact that bribes, or commissions, have been for some time paid to the abattoir committee of the municipal council for preferences in the daily killing of animals for the market. This inquiry was made by the 2nd *delegado* of police, and the charge is supported by the sworn testimony of 4 cattle *commissarios*, 5 cattle dealers (*marchantes*), and 9 butchers, and also by the confession of various other parties connected with the matter. The money was first extorted from the drovers at the rate of \$5 per head by the parties to whom the aldermen had given preferences in the killings, of whom there were four, and was then paid over in the following proportion: to Dr. Silva Pinto, president of the municipal council, \$500 per head; to Dr. Henrique de Carvalho 700\$ per week; and to Dr. Chavantes and Dr. José Meirelles 500\$ each per week. The killings vary from 325 to 400 head of cattle a day. Taking an average of 350 head the weekly income of the first amounts to 2,450\$, which makes a total of 4,150\$ a week, or an aggregate of 215,800\$ a year. Of all the vile practices

which have thus far come to light, this is unquestionably the worst. We are glad to say that the minister of empire has suspended these four aldermen and has ordered their prosecution. An amusing incident of this exposé was the stalwart courage displayed by the *Jornal do Commercio* in making it public. Instead of writing an editorial on it, or putting it in the "locals," the chief editor boldly put a part of the police report in an anonymous communication in its paid columns where a *testa de ferro* could conveniently assume all responsibility for this daring exposure of a great crime.

IN our issue of the 5th instant we noticed a telegram from Pará, dated the 1st, which charged an important commercial house of that city with extensive smuggling operations in rubber, for which a fine of 258,000\$ had been imposed. It was our conviction that the charge was a false one and was rather the result of some controversy between the firm and customs officials than of any illegality on the part of the former, and we so expressed ourselves. The Pará papers since received have confirmed that opinion, the *Diário do Gram-Pará* of the 27th ult. and 4th inst. condemning the customs authorities both for arbitrary and illegal regulations recently adopted and for its hasty action with regard to unsupported charges by subordinates against Messrs. Sears & Co. And now, after the lapse of a little over two weeks, a telegram from Pará, dated the 16th inst., says that the former telegram regarding Messrs. Sears & Co. is "wholly inexact," and that "it is proved that it was a mistake of Sr. Bisson, the inspector of the custom house." We regret to note, however, that some of the papers of this city which published the false charge against this commercial house, have wholly ignored the rectification, thus aggravating the injustice done. It ought to be remembered that the good name of every commercial house is a very important part of its capital, and that it should never be trifled with except upon the most convincing proofs. And yet, to satisfy the petty spite of some subordinate officials in the Pará custom house, the inspector there shuts its doors against a prominent firm, announces the discovery of a gigantic smuggling operation, and imposes a heavy fine of 258,000\$,—only to discover within a few days that it was all a "mistake." Unhappily, however, good care had been taken to spread the news everywhere before the "mistake" was discovered! In strict justice, such a false accusation ought to entitle the injured parties to heavy damages, but as such a reparation is unknown here, the least that can be done is to promptly dismiss the officials who are guilty of so serious an offence.

ONE of the causes of recent controversies in the Pará custom house is a new regulation which was drawn up by a subordinate official and which the inspector has attempted to enforce against the earnest protest of all the leading merchants of the place. This regulation, which is local in character and is not warranted by law, requires that a note of goods to be dispatched must be handed in, after which the dispatches will be filled out by customs officials and the examinations made without permitting the merchants to have anything further to do with the matter. The merchant is not permitted to see the papers, nor to correct any errors which may have been made either in his "memorandum," or the official draft of his dispatch. If, at the examination, any mistakes are discovered, he is fined as a matter of course; and if thefts have occurred, either before or after examination of goods, he has no means of verifying it. The

whole business of dispatching his own goods is taken out of his hands; all that he is permitted to do is to hand in a memorandum of the packages and goods wanted and then to patiently wait the action of the score of lazy, cigarette-smoking clerks and officials who are charged with the duty of filling out his papers and putting them through the circumlocution mill. If he is in haste for his goods, it will make no difference; he has no control over the men who are doing his work, nor opportunity even to beg the favor of expedition. He is wholly at the mercy of a class of men who, as a rule,—we sincerely regret to say—are totally oblivious of the value of time and who are among the least business-like and unaccommodating of their species. Though his credit, and profits, and even capital are concerned, an important part of his business is taken wholly out of his hands and entrusted to men who are not in his employ, who are not responsible to him in any way, shape or manner, and whose only active interest in the matter is to detect some flaw or error which will serve as an excuse for a fine, one half of which goes to them. Under such a regulation, every commercial man is treated like a felon, and if he has any self-respect whatever he can not help feeling that the only way out of the difficulty is to close up his office and go where the laws and officials are more just and liberal in their treatment of honest enterprise. If this new regulation is continued in force at Pará, it can not help resulting in grave prejudices to the commerce of that port—and deservedly so. For the best interests of Pará and her merchants, and also for the commercial credit of Brazil, we trust that no time will be lost in correcting the error made.

IT is now just one year since the minister of agriculture formally approved the instructions and regulations for the construction of the Quixadá dam, in Ceará. In our issue of November 5th, 1884, we took occasion to criticise some of the preposterous calculations made by the chief engineer in his estimates of the economical value of the reservoir, and showed that they were not only absurd, but that the results counted upon were practically impossible. In the following number we published a curt note from Chief Engineer Revy, saying, "my reply shall be a splendid Reservoir completed within Three years, and yielding a net return of from 15 to 20 per cent. on the total capital expended upon its construction." To this we replied as before, showing how impossible it would be for the area to be irrigated to pay the taxes required to meet even a half of the interest specified. Although we limited our criticisms wholly to the economical problems involved and carefully avoided everything of a personal character, there was not one single Brazilian paper that took the question up, and Mr. Revy was permitted to go on with his enterprise without further criticism from us, or one single question from others. One year has now nearly elapsed, and instead of a partially completed reservoir, there is not a wall or trench to mark its site, the engineering staff is broken up, and a report from an engineer sent to investigate the works shows that up to the end of June last a total sum of 189,791\$393 had been expended. Whatever might have been our opinions of the economical value of the work, or of the sincerity and honest intentions of the chief engineer, we certainly had no idea that he would spend so much money and permit so much time to pass without something toward his "splendid reservoir" to show for it. As it is, all there is to show for this great engineering undertaking which was to do so much for the province of Ceará, is an expenditure of nearly 190,000\$

in salaries, office material, instruments, travelling expenses, and some material for the projected works. All that Mr. Reyv has to show for his assurance of one year ago, is a "splendid failure," to characterize it with the most charitable construction that can be put upon it. There never was any doubt in our mind that the undertaking was nothing less than a huge job; in fact the absurd reasons advanced by Mr. Reyv for its construction was a proof positive of that fact. If we could hope that the history of this undertaking would serve as a lesson to the Brazilian government and press, we should say that the money has been well spent, but that, it is to be feared, will not be the result. The whole blame will be laid upon the shoulders of the one man, and none of it upon that huge jobbing bureau in this capital in which the adventurer is far more welcome than the honest man.

During some weeks past a representative of the North, Central and South American Exposition at New Orleans has been striving to excite some interest here in that enterprise and to secure a few exhibits, but thus far, as we are informed, without success. The government, which gave so large a subsidy for the Antwerp and Amsterdam exhibitions, declines to have anything further to do with it further than express its good wishes and to introduce the New Orleans representative to such private parties and associations as might feel inclined to send exhibits on their private account. We are free to confess an opinion that this exhibition mania has been carried much too far and that it is neither wise nor expedient to send exhibits to every one that bids for public favor. From some of them, however, good results are sure to spring, providing a proper use be made of them. Whether any such benefits can come from the last two European exhibitions is a question we do not care to discuss; the impulse that way, from the throne downward, is naturally a strong one and, whether based on sound policy, or not, it is sufficient at all times to secure a representation. As for the American exhibitions, however, the case is quite different. We strongly advocated the sending of a Brazilian commission to the Atlanta exposition some years ago because of the benefits which Brazil might derive from a study of the cotton industries to be represented there. Under different conditions of labor, transportation, cultivation and taxation, all of which might be studied to advantage at a great special exhibition like that at Atlanta, Brazil might become an important cotton producer. The rapidly increasing production of coffee and rubber threatened the profitability of both those industries, and it seemed no more than sound policy to take immediate steps for the improvement of another industry which might take their places to some extent. The government, however, was absolutely indifferent and the planters apathetic, and neither an exhibit nor a commission was sent. When the first New Orleans exhibition was announced, we advocated a representation there also, and for the same reasons which we urged in favor of Atlanta. There is probably no part of the world whose industrial productions and development are of such interest and value to Brazil, as the southern section of the United States. Those states have had the same labor problems to solve which are seeking solution in Brazil at the present moment, and their productions are in great measure the same as those best adapted to this country. That they have succeeded, is reason enough why Brazil should go there to see and study the means employed. As to the exposition for which a representation is now sought, we have no definite informa-

tion beyond the prospectus issued. If a fair representation is secured from the various states of this continent, it can not fail to be an exhibition of great interest and value. As it is purely a New World enterprise, it is perhaps less interesting to Brazil than those of Europe, and that of course will decide whether this country is to be represented, or not.

The *Jornal do Commercio* of the 18th contains a leading article on "Brazilian Coffee in New Orleans," which gives an impression that the interests of this country are somewhat prejudiced by the quarantine imposed there and the consequent lack of direct communication. Taking his information from a recent pamphlet by Dr. Salvador de Mendonça, Brazilian consul-general in New York, our colleague states that the coffee received at New Orleans by way of New York costs over three cents a pound in inland freights and commissions, the suppression of which by direct communication he thinks would materially increase the consumption of coffee in that part of the country. This desirable direct steamship communication, however, finds a serious obstacle in the quarantines regularly imposed against Rio and Santos at that port, and these, the *Jornal* intimates, are due to the "exaggerated notions" of the sanitary condition of these places which the friends of quarantine take pains to procure. The remedy for this, in our colleague's estimation, is that of sending out trustworthy information. But when all this is done, does the *Jornal* think that every difficulty will have been overcome? Is there nothing more to be done? May not the *Jornal* be dealing with results, instead of causes? And is it not true that the good people of New Orleans knew all about Brazilian coffee long before those philanthropic gentlemen of the Centro da Lavoura e Commercio sent their samples there for exhibition, and Dr. Salvador de Mendonça went down there on his voyage of discovery? The real difficulty, we are inclined to think, is one which no propaganda and no outside agitation for direct steamship communication will ever remove. The causes are to be looked for in the decay of commercial enterprise among the merchants of New Orleans, rather than in the absence of steamers, or the restrictions of quarantine. There was a time when large quantities of Rio coffee were imported direct at New Orleans, and thence distributed throughout the South and Southwest. But with the increasing commercial activity of New York and the extraordinary transportation facilities offered by the four great trunk railways leading thence to the West and Southwest, coupled with the lagging methods and local obstacles which characterize the commercial life of New Orleans, all this trade has been transferred to the great metropolis of the North. From a superficial examination it may appear that it costs three cents a pound more to import coffee by way of New York than directly from Rio; but if this be true, what must we think of New Orleans commercial enterprise? This additional expense on a steamship load of 20,000 bags represents a total amount of \$78,000—a sum which our colleague believes to be absolutely lost? If these calculations represent actual facts, then the only inference is that the coffee importers of the United States—of New York, as well as New Orleans—are stupendous idiots. If New York importers could save \$78,000 on a cargo by sending it direct to New Orleans, they would unquestionably send it there. The plain truth is that Dr. Salvador de Mendonça, the *Jornal* and the Centro are all beating an empty bush. They have discovered a commercial phenomenon in the United States, and are trying to explain its results before

they have mastered its causes. When they shall study a little deeper into the question, they will probably find that coffee goes to New York because it is the best distributing point, and has the requisite capital and enterprise to carry on a trade of such magnitude. And they will also find that just as much coffee is now consumed in the South and Southwest as though it were landed on the levee at New Orleans.

It may not be amiss, in this connection, to ask the *Jornal do Commercio* why so much trouble is taken to seek out the commercial anomalies and obstacles in foreign countries, which are considered prejudicial to the coffee interests of Brazil, when there are so many unnoticed ones here at its very door. Instead of complaining about the tariffs imposed in France and Russia, the quarantines at New Orleans, the commissions at New York, the transportation costs from one part of the States to another, the preference for tea in England, and the almost universal custom of selling Rio coffees under other names—instead of all this, would it not be better to seek remedies for the high costs of production, transportation and marketing which so burden that product in this country? In the matter of tariffs, is not the 11 per cent. export duty levied here just as much of a check on the increase of coffee consumption as the tariffs of France and Russia? In that of transportation, are not the charges on the Dom Pedro II line, which belongs to the state, of infinite greater consequence in augmenting these costs, than those of the United States? And in that of commission charges, in what part of the world are they heavier and more multiplied than here in Rio de Janeiro? And yet, of all these the *Jornal* and the Centro are silent! No one thinks of abolishing, or even reducing, the export tax. No one demands the abolition of the monopoly enjoyed by the Dom Pedro II docks, by which the expenses and trouble of shipping coffee are greatly increased. No one suggests a reduction in rates on the Dom Pedro II railway, and on those other lines whose privileges require the approval of the government for all changes of rates, because that would decrease the revenue of the imperial treasury. Are we to believe, then, that all the concessions must come from abroad? Does the Brazilian planter and his factor wish us to feel that this whole world was created for no other purpose than to buy and consume their slave-grown product? Have the commercial nations of the world nothing else to think of than to make their laws harmonize with the wishes of Brazilian planters? And must the world drink unlimited coffee so that the Brazilian planter may have unlimited cash to spend at the Bds de Boulogne and Jardin Mabille? Let the *Jornal* and the Centro undeceive themselves. The necessities or profits of the Brazilian coffee planter will probably have very little effect on consuming markets, or on the restrictions and burdens which they may see fit to impose upon themselves. They will probably continue to buy just what they want and in their own way—the Centro to the contrary notwithstanding. If now this organization, assisted by the *Jornal* and other members of the local press, will address itself to the correction of the abuses and costly methods in vogue here, some practical good may be expected to follow. Until this is done it is certainly questionable taste to make so great an outcry against the business methods and official restrictions found elsewhere. Aid still further, as the United States continues to consume more than one half of the total coffee production of Brazil and to admit it free of duty, and as long as the proceeds are spent in countries consuming less and imposing duties, it would

certainly seem better taste to keep these propagandas and investigating committees at home. There is so little reciprocity in the commercial relations of these two countries at the present moment, and the advantages are so manifestly on the side of Brazil, that the least said in the way of complaint, the better.

AN INSPIRING SCENE.

Our special reporter was a witness of the great naval combat of the 16th inst. from the heights of Castle Hill. After a hurried climb up the winding ladder, and an unfeeling attack upon his constitutional rights by a savage-looking policeman who drove him from a comfortable seat on an unoccupied wall, he finally found a favorable point on which to rest his weary feet and from whence he could witness all the brilliant evolutions which were to take place on the bay beneath.

As the programme of the day had been carefully served up in the daily papers, he knew just what was going to happen. The guns on Villegaignon were to be silenced, one ironclad was to be sunk, and a torpedo boat was to do a dashing service and then go down in a blaze of glory.

At a quarter past nine—the Emperor's yacht having arrived on the scene—the ball was opened. All the ironclads were securely tied up to their boys so as to prevent their ranning bodily in upon the rocks of Villegaignon in their eagerness to close with the enemy—and there they remained all through the combat, which raged for fully fifteen minutes. The signal was then given that Villegaignon had been silenced.

The second piece on the programme then claimed the attention of the imperial yacht and Castle Hill—the attack on the anchored ironclads by a fleet of four plucky torpedo boats. This was most admirably planned and carried out. After making their bows to the Emperor, these little marine heroes steamed valiantly over toward the frowning monsters and defiantly dared the *Riachuelo* to come out and fight them. Whether the latter started to accept, or whether the admiral signalled "time's up," could not be accurately determined; but just at this point the torpedo boats suddenly started across the bay and disappeared from view. Whether they ran up into bushes to hide, or whether the fishermen bagged them for frightening the fish, is still unknown. In the rush of events we are glad to say that both the *Almirante Barroso* and the torpedo boat forgot to sink as per programme, and will probably have to stand a court martial for disobedience of orders.

Just here the Emperor showed signs of fatigue and the sanguinary exercises were interrupted in order to permit him to decide some technical point concerning the *Riachuelo's* armament. The imperial yacht went alongside the ironclad and His Majesty disappeared beneath its capacious awnings. A considerable time then elapsed, during which our reporter thought of lunch and easy chairs and the gentle warmth of the huge guns beneath His Majesty's inquiring palm. Finally the investigation came to an end and the yacht moved away to the landing, where the Emperor disembarked.

As the promised evolutions had not yet occurred, our reporter continued at his post. An hour passed, and then another, but the fleet moved only with the tide and the torpedo boats returned only. The sentinel on the ramparts of Villegaignon slept peacefully at his post, while the officer of the watch lazily rolled another cigarette before turning in after the fatigues of the day. The ferry-boats which had passed unscathed between the opposing fires, kept up their busy shuttle-like play across the water as though the smoke of battle had never swept across their weather-beaten decks, while below, at the water's edge, a *lixo* cart dumped itself upon the fragrant bench with all the time-killing languor of a never-ending pence. Another hour passed, and then the pangs of hunger prevailed. The great sham sea-fight was at an end.

The island of Cuba last year cost Spain over \$4,000,000 more than the revenue received from it.

It has always been supposed that coffee could be grown in the open only between 15° north and south of the equator, but the startling intelligence comes from Assam that Mr. Anderson, a tea planter there, has 100 acres of flourishing coffee, with no sign of leaf-disease and a portion bearing at the rate of 1½ lbs. per tree. It seems that when Mr. T. C. Anderson of Dikoya was visiting his brother in Assam he took some coffee stumps from the Calcutta Botanic Gardens, and these having grown well in Assam a larger experiment was resolved upon and seed was obtained from Ceylon, with the above result. It will be remarkable if, while Ceylon planters are abandoning coffee for tea, Assam planters should be able to take up our former staple and make its culture pay.—*Ceylon Observer*, Aug. 29th.

PROVINCIAL NOTES

—A local exposition will be opened at Sabará, Minas Geraes, on the 25th inst.

—The September receipts of the Bahia post-office amounted to 4,784\$110.

—During the fiscal year 1884-85, there were 135,254 kilos of Peruvian rubber, valued at 207-314\$290, dispatched at the Mandos custom house.

—The result of the recent provincial elections in São Paulo does not seem to be as favorable to the conservatives as was expected.

—The new slaughter-house at Campinas, São Paulo, was formally inaugurated on the 18th inst. Let us hope that its career will be a cleaner one than that of the imperial capital.

—The September export of coffee from Espírito-Santo amounted to 9,580 bags, valued at 169,626\$000, and paying export duties to the amount of 11,873\$820.

—A man at Sant'Anna de Macaé, province of Rio de Janeiro, recently killed a young woman, aged 22 years. He then cut her throat and disembowelled her, and finally fled. Very naturally too.

—The graduating class at the Bahia Medical School recently determined that the money which would have been spent in carriage hire to the mass, usual upon the conferring of degrees, should be expended in freeing slaves.

—On 2nd December next the new light on the Santa Maria fort, Bahia harbor, will be inaugurated. Position: 13° 0' 26" S. Lat.; Long 38° 32' West of Greenwich. The light is green seaward and red towards the harbor; visible five miles.

—A telegram to the *Jornal do Commercio*, dated the 15th, says that the provincial chamber of Rio Grande do Sul should have commenced its session on that date, but that the president of the province and the conservative deputies had not appeared.

—The city of Rio Claro has received the motor lor, running the electric light machinery which was ordered from the United States some time ago. It is expected that electric lighting will be inaugurated there some time during the present month.

—On the 12th inst. some 22 slaves, belonging to Fernando Monteiro Silva, presented themselves to the police authorities of Taubaté, São Paulo, complaining of cruel treatment and asking for protection. The slaves were locked up and an investigation was ordered.

—A telegram from Curitiba, Paraná, dated the 18th, announces the organization of an immigration society there under the auspices of the president of the province, Dr. Taunay, who has long been interested in the subject and served as vice-president of the central society of this city. The directory is composed of three Brazilians, three Portuguese and three Germans, one French, one Pole, one Englishman and an Italian.

—Dr. José Mariano Carneiro da Cunha, who made a strong stand for abolition in the late Chamber of Deputies, was most enthusiastically received upon his arrival at Pernambuco. The coming elections promise to be serious both at the north and at the south. But government pressure, and the "personal necessities" of the voters, will probably decide the question at the end.

—The São Paulo police, who are always out of sight and hearing when any house-breaking is going on, recently got information that a lot of some 20 runaway plantation slaves had come into town and were concealed in the house of Dr. Antonio Bento. This house was accordingly surrounded on the evening of the 13th, and the blockade was continued until the following day when a rigorous search was made. The result of all this leverish vigilance was that neither fugitive nor sign of one was found anywhere about the premises.

—A sensible colonization project has recently been made public by a German planter of S. João da Bon-Vista, province of São Paulo, named Nicolau Reither, who proposes to divide his plantation into lots of 10 alqueires (about 50 acres) which, with a good house, two cows and two horses, he proposes to sell for 1,300\$, the colonist to pay for the same with a half of his crop each year. He intends to put up a sugar mill near the centre of the estate, and the colonists will be required to grow sugar cane for it. The colonists will be German.

—The city of Pará seems to have been somewhat unfortunate in its department of public works. According to the *Diário do Grão-Pará* of the 3d inst., the Nazareth church cost 400,000\$ and was under construction 33 years, and is one of the ugliest buildings in the city; the Paz theatre cost 1,000,000\$ and is a mass of technical defects; the provincial palace cost 800,000\$ and is better built than the others; and the city quays have already cost over 2,000,000\$ without being of the slightest advantage to the port. As to the custom house—our colleague can not do the subject justice! He will try it some other day!

—The September expenditures on the Pará custom house amounted to 19,357\$883.

—The September income of the Ypanema iron foundry amounted to 4,130\$644.

—The September receipts of the Espírito-Santo provincial revenue office amounted to 14,558\$96.

—The public gas illumination of Bahia last month cost a total of 15,260\$600.

—The Bahia *Diário de Notícias* of the 8th inst. calls attention to the reappearance of yellow fever in that city, and asks that prompt action be taken by the authorities to prevent its increase.

—The September receipts of the Espírito-Santo custom house amounted to 18,935\$154, against 13,873\$924 in the same month of last year and 9,679\$713 in 1883.

—The vice-president of Minas Geraes vetoed the provincial budget on the 13th inst. A new session of the provincial assembly will probably be called at an early date.

—The epidemic of small-pox in Bahia continues unabated. With the existence of *beriberi* and the reappearance of yellow fever, the sanitary condition of that city can hardly be considered good.

—Advices received here on the 19th announce the capture of the hook-keeper of the Baganga, Pará, railway accused of forgery to the extent of some 8,000\$. He was arrested at Mandos.

—In S. Lourenço, a suburb of the capita of Rio de Janeiro, the hedges are so luxuriant that passengers in the trams run the risk of losing an eye, or, worse still, receiving a disfiguring scar upon the cheek of beauty.

—The town of Tefé on the upper Amazon has a municipal council that knows its own business. The municipal revenues are divided up among themselves and their friends, and no records whatever are kept. The receipt books, too, are put out of the way.

—The overburdened treasury of Minas Geraes has been ordered by the provincial assembly to pay 2,000\$ to José Lino Fleming to enable him to continue his musical studies in Italy, and another 2,000\$ to Dr. Alfredo Moreira Pinto to assist him in the publication of a dictionary.

—A Minas Geraes paper mentions the killing of a clown by a performing elephant at a circus and adds that during the confusion a fair trapezist fled with her lover. This says, the paper, has occurred twice to the circus company. But which? Killing a clown, or stealing a performer?

—The September receipts of the Pará custom house amounted to 764,262\$270, against 492,714\$150 in the same month of last year, 878,307\$583 in 1883, and 1,004,182\$236 in 1882. The provincial receipts (*recebidos*) for the same month were 251,224\$953, against 163,704\$030 last year and 262,614\$638 in 1883.

—A cabmen's strike occurred in São Paulo on the 16th because of a police order which forbade their standing near the railway station. The passengers by the Rio train in the evening, who missed the tram car, had to get into town on foot, much to their inconvenience. The *Diário Mercantil* says that the police were wholly at fault in matter.

—According to a local census the slave population of the municipality of Piracicaba, São Paulo, on the 30th June last was 5,533, a decrease of only 74 from the number registered in 1871-2. The number of deaths since the adoption of the Rio Branco law has been 982, and of emancipations 269, showing an actual increase of slaves by importation of 1,177.

—The town of Taubaté, São Paulo, has for some time been the scene of a great demonstration of spiritualism. Communications from all the great personages who have ever lived, even from Jesus Christ, have been announced, and many have gone quite crazy through the unnatural excitement created. The author of all this, Dr. Antonio Ramos Nogueira, has finally been compelled to leave the place.

—The *Imprensa*, of Tietê, São Paulo, says that the blossoms in the coffee orchards of that municipality were most abundant during the last days of September and the early part of the current month. The planters all unite in saying that they never saw so profuse a blossoming. Some planters estimate the next crop for that municipality at over 3,000,000 kilogrammes, as against 450,000 kilogrammes for the crop now marketing.

—The *Diário*, of Campinas, São Paulo, is informed that the inhabitants of Mococa are in extreme terror because of the threats of a neighboring planter, João Baptista de Lima, who threatens to visit them with his *capangas*. The whole country for leagues about is terrorized by this man. He is the same one who so brutally whipped a lot of colonists a short time since. A Belgian hacchinist recently went to his plantation to seek employment, and for some inexplicable reason was whipped and nearly killed by Lima's *capangas*. Protection has been asked from the provincial government by the people of Mococa, but thus far without response.

—There were 138 police arrests in Pará during September.

—The total export of rubber from Mandos, the capita of the province of Amazonas, during the fiscal year 1884-85, was 1,146,353 kilos, valued at 2,192,961\$380, for foreign countries, and 2,916,999 kilos, valued at 5,500,577\$750, for domestic ports.

—The *Diário de Notícias* of Bahia of the 15th inst. announces an *aviso* from the treasury to the effect that on and after the 17th the new additional 5 % tax will be collected on all general imposts, except those on exports. The notice seems to have been a very short one.

—The recent explosion in a fireworks factory in the city of São Paulo, with serious results, has led to the discovery that the by-laws of that city absolutely forbid the establishment of such industries anywhere near other buildings or places of transit. All such laws, however, are evidently *pana mleta* only.

—Complaints are made in Amazonas that slaveholders are continually bringing their slaves into that province in open violation of the provincial law. After freeing their own slaves at so great a sacrifice, the people of that province think that their wishes ought to be respected by the slaveholders of other provinces.

—A telegram of the 22nd from São Paulo announces the assassination at Mococa of João Baptista de Lima and his mistress by an Indian whom Lima had caused to be whipped the evening before. Lima is the planter who has recently won notoriety for whipping colonists on his plantation, and whose good character has since been vouched for by all the local authorities.

RAILROAD NOTES

—The September receipts of the Pará tramways amounted to 23,407\$600.

—The traffic receipts in August of the Great Western railway were 22,472\$040 and expenses 31,200\$030.

—Eighty kilometres on the Porto Alegre and Cacequi railway were opened to traffic on the 14th. The line has now under traffic 262 kilometres.

—The fiscal engineer's report, dated 9th September, gives the traffic receipts of the Recife and S. Francisco railway in July at 38,920\$188 and expenses 43,596\$793.

—The August traffic receipts of the Carangola railway were 69,174\$250 and expenses 32,581\$307. Passengers contributed 10,934\$780 and goods 56,843\$400.

—The traffic receipts of the Cantagallo railway in September were 156,539\$736 and expenses 103,124\$273. For the same month last year receipts were 151,282\$711 and expenses 103,509\$184.

—The August receipts of the Paulista railway were 215,024\$650, and the expenditures 87,364\$270, leaving a surplus of 127,664\$380. The total net revenue since July 1st amounts to 229,176\$700.

—The July traffic receipts of the Campos and Carangola railway are officially stated to have been 46,346\$820 and expenses 33,599\$660. Passengers contributed 9,367\$220 and merchandise 35,350\$800 to receipts.

—The fiscal engineer of the Bahia Central railway reports traffic receipts at 34,574\$390, of which passengers contributed 6,571\$900 and merchandise 23,251\$560. Expenses were 37,162\$010 and deficit 2,587\$620.

—The fiscal engineers' reports give the August traffic receipts of the Recife and S. Francisco and Natal and Nova Cruz railways at 35,139\$310 and 2,066\$780 respectively. Expenses were 40,119\$223 and 17,715\$763 respectively.

—On the 12th inst. the final surveys of the Macaé extension of the Cantagallo railway from Rio Bonito were delivered to the director of public works of the province of Rio de Janeiro. The total length is about 113 kilometres.

—The fiscal engineer's August report on the traffic receipts and expenses of the D. Theresia Cristina railway gives the former at 4,017\$820 (of which passengers furnished 1,435\$930 and goods 1,668\$540) and expenses 16,909\$816.

—The *Monitor Uberabense* of Uberaba, Minas Geraes, states that a shipment of merchandise, weighing 1,830 kilogrammes was recently received in that city from S. Paulo, the costs of transportation on which amounted to a total of 37\$8010, or at the rate of a trifle over 201 reis (say 10 cents) a kilogramme.

—The gross receipts of the Bragantina railway, São Paulo, during the half year ending 30th June last amounted to 41,927\$230, and the expenditures to 50,311\$037, leaving a deficit of 8,383\$307. The deficit for the last six months of 1884 was 35,183\$753, making a total of 43,567\$100 for the year. The number of passengers carried during the six months ending 30th June was 6,753, and the freight traffic amounted to 2,967½ tons.

—The August traffic receipts of the Rio Grande and Bagé railway are reported by the fiscal engineer at 37,644\$670 and expenses 41,993\$770.

—The same party, Sr. Manoel Gomes de Oliveira, who made a former proposal for the purchase of the Cantagallo railway and branches, worked by the province of Rio de Janeiro, has made a new proposal to acquire the line for 9,000,000\$. The road has greatly improved under wise reforms, and the excess of receipts over expenses for the first nine months of 1885 is stated to be 495,306\$675; an increase of 243,000\$ on the balance for the same period last year. Of this sum nearly 165,000\$ represents the reduction in the staff.

—The minister of agriculture invited the director of the Leopoldina railway to a conference with that of the Campos and Carangola, which was held on the 20th. At this conference an agreement was come to by which the Carangola line will not be extended beyond S. Antonio de Carangola and the Leopoldina company agrees to repay the Carangola for expenses incurred with surveys, and works between S. Antonio and Fombos de Carangola, and to neither open stations, nor receive passengers nor goods, upon that section of its line which was in dispute. In view of this arrangement the minister authorized each company to proceed with its works.

—By an *officio* of the 19th inst. the minister of agriculture appointed Engineers Soares, Ralemaker and Cochrane on a commission to investigate the charges brought against Dr. Julio Pinkas, chief of the last Madeira and Mamoré survey, and also upon the divergences between the reports of that engineer and Dr. Carlos Morsing. One of Pinkas' assistants states that nearly 40 kilometres of the line were never surveyed, and that the telegram from the chief to the effect that the last stake was driven at Garajá-nirim on the 7th September, 1884, was absolutely false, because not one of the corps ever reached that point. It would seem that some two or three hundred contos were spent by this Pinkas survey to establish a difference of 500 metres in the length and a fraction of a cubic metre per running metre of earthworks from the preceding Morsing survey. All these matters will constitute subjects of inquiry for the investigating committee.

LOCAL NOTES

—After all the naval sham fights which have recently occurred, it will be extremely hazardous for any enemy to enter our bay and anchor off the Ilha das Cobras.

—On the 14th the minister of war refused to allow to the Associação Commercial the investment of the funds belonging to the *Asilo dos Invalidos* for the completion of the Exchange now nearly finished in the Rua Direita.

—On the 13th the Emperor paid a visit to the Indians recently sent down here from Mato Grosso, but although H. M. spoke Guarany to "Lá," the latter does not seem to have understood it. A question of accent perhaps.

—The *Feita* of Our Lady of the Penha was a great success, and no disturbances were reported. Whether there is any particular amusement in stringing *racons* and *pala doce* around one's neck and hat, the pilgrims are best able to declare.

—An unfortunate slave was recently caught by the police and had his head shaved at the goal. He seems to have been guilty of no crime, but such it is said are the orders of the chief of police; every slave must have his head shaved.

—One of Sr. Siminhá's desirable immigrants, a native of the Flower Kingdom, stabled and seriously wounded another desirable immigrant, also a native of the etc., on the morning of the 19th, because of a question of 300 reis, say 6d, over a friendly gambling game.

—Two candidates for diplomatic positions—Srs. Luiz de Castro Junior and Luiz Gomes Pereira, were examined and passed on the 21st. The former is said to have received an appointment as an attaché on the London legation, and may therefore be expected to soon withdraw from his position as dramatic and musical critic on the *Jornal do Commercio*.

—The visits of some of the ministers to certain establishments under their charge are certainly amusing. That the minister of finance should examine into the coining of stamps, and that Admiral Chaves should assist at putting the *Abraão Barroso* on a rock, may be considered within their limits; but when the minister of empire (a naval officer, we believe) goes in for examining the medical school, and took five hours for it, one cannot but smile. The last part of it was that Baço de Manóie showed himself highly satisfied with the state of advancement in which he found the faculty, which to day is an honor to the country."

October 21.—Market was firmer and the native banks advanced their rates to 18 1/16 on London, at which the English banks were drawers on head offices. Very little holding and commercial sterling is quoted at the extremes 18 1/2—18 1/4. Sovereigns sold at 135 1/4—135, closing with buyers at 135 1/4, no sellers.

EXTRACTED FROM "THE STATIST" AND "RAILWAY NEWS" OF SEPTEMBER 19TH.

1000

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" 29	La Plata...	Montevideo and Buenos Ayres.
Nov. 9	Mondego...	Southampton and Antwerp calling at Bahia, Maceio, Pernambuco, Lisbon and Vigo.

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Reserve fund..... 275,000

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The policy adopted by The News at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they declined to discuss them just as far as their relative importance made it desirable. In this line of policy The Rio News has been successful even beyond all expectation.

With the beginning of its twelfth volume (January, 1885) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question fairly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

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